



Transportation Commission Chairman Glenn Jackson, right, presents a \$677,000 check from the general fund to Gerald Drummond, president of Tri-Met's Board of Directors.

General fund money helps purchase of Tri-Met buses

A check for \$677,000 from State General Funds was presented to Tri-Met Board President Gerald K. Drummond by Glenn Jackson, chairman of the Transportation Commission, at the commission's November 23 meeting.

These funds will help Tri-Met pay for 100 new buses scheduled to arrive this month. The check is part of the Mass Transit Division program which provides part of the local match for capital grants from the

federal government.

Dennis Moore, mass transit administrator, said, "We hope to see more of this type of federal, state and local partnership in providing better transportation for our cities."

The new buses are 49-passenger AM Generals, with special features of touch buzzers under the window, and soft, suburban seats. The buses will be used to replace older buses and to help implement the S.E. Portland Transit Improvement Plan.

4-year financial package studied

Over the next four years the Highway Division will require \$585 million more than the anticipated revenues for the period to carry out a conservative highway program and to complete I-205, Fred Klaboe, ODOT chief of operations, told the Transportation Commission at its November meeting.

Klaboe said various means were being considered by the department, but none of them provided the necessary money.

Giving examples of ways being considered to raise money, Klaboe said if the department was successful in getting a 2 cent gas tax increase, a 10 cent cubic inch displacement tax, and an equivalent weight/mile tax, the Highway Division would receive \$134 million over the four-year period. This would be far short of the money needed to carry out the program.

On the federal scene, he said the Jones bill, which was introduced in the final week of the Congressional session, would provide about 2.5 times more money for the primary system than is presently received.

Klaboe said he felt confident, as did other highway officials, that the bill would be reintroduced in the next session.

He said another consideration was asking Congress to permit those states which have virtually completed their Interstate construction programs to shift some of those funds to the

primary and secondary system. Oregon has completed more than 96 per cent of its Interstate program. Diverting 25 per cent of these funds would provide \$80 million over the four-year period.

Still another measure would be to dedicate part of the gas tax funds to finance a bond issue for work on

ODOT readies legislative measures for '77 session

An extensive list of proposed legislation which ODOT plans to present to the 1977 legislature was given to the Transportation Commission at its November meeting for consideration by the commission.

The proposed bills are aimed primarily at taking out-dated laws off the books, protecting the state's highway and airport system, and shoring-up the sagging finances of the Highway Division.

Among the proposals are:

- A mandatory tire chain law. Present state law does not permit the state to require the use of tire chains.

- Prohibiting the use of studded tires. Studies indicate that studded tires do severe damage to the roadway surface and do not afford the protection many expect from them. This proposal has been before the legislature several times in the past and has been defeated each time.

- Permitting the Highway Division to go onto private property and remove trees that apparently endanger the motoring public.

- Permitting the Department of Geology and Mineral Industries to charge a permittee for the final inspection to verify that reclamation of the site has been satisfactorily completed.

- Repealing ORS sections designating statutory highways. The state highway system was originally designated by statute, but the Transportation Commission also has authority to designate, change, and redesignate highways without changing the statutes. The statutes have not been changed in 20 years and no longer appear necessary.
- Providing measures to replenish

Continued on page 3

Straub suggests other funding

Gov. Bob Straub will ask the 1977 legislature to relieve the Highway Fund from about \$15 million in diversions for non-highway related matters during the coming biennium.

The Governor's 1977-79 proposed budget will seek general funding for:

- Park acquisition and construction, \$2,090,000
- Travel Information Section, \$1.5 million (which includes \$500,000 for tourist advertising)
- Oregon State Police, \$11,000,000

This will be the first time, if the legislature approves the request, that any of these activities have received moneys from the General Fund.

In addition, the governor approved a budget of \$3.5 million for the Mass Transit Division. These funds, too, would come from the General Fund.

Parks advisors are appointed

The Transportation Commission approved the appointment of two new members and the reappointment of another to the State Parks and Recreation Advisory Committee at the commission's November meeting.

Named to replace Alfred E. "Cap" Collier to a four-year term on the committee was Frank Gilchrist of Gilchrist. Collier, senior member on the committee, having served since 1957, will assume the status of an honorary member of the committee. Collier is from Klamath Falls.

Named to fill the unexpired one and one-half year term of Bud Forrester, Astoria, was Bob Frazier, editor of the editorial page of the Eugene Register-Guard. Forrester recently resigned to assume a position as a member of the Land Conservation and Development Commission.

L. L. "Stub" Stewart, of Eugene was reappointed to serve another four-year term. He has served as chairman of the committee.

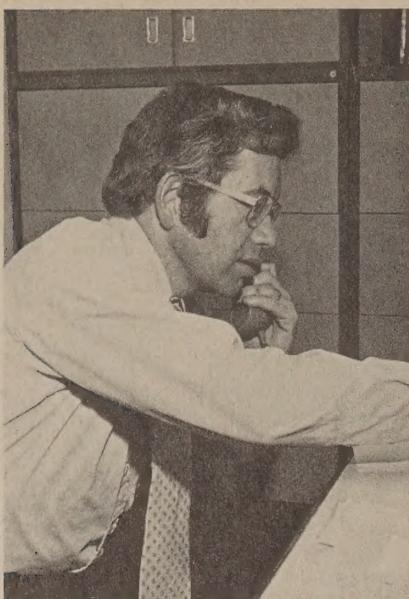
The appointments have been approved by the Governor's office.

Gazebos replace billboards



Thirteen Travel InfoCentre gazebos, like the one above, now appear along Oregon highways and provide information year-round to the traveling public. ODOT's part in the InfoCentre program is explained on page 4.

Director's Corner



ROBERT BURCO

Meanwhile, the commission has proposed, and the governor accepted, the step of providing General Fund assistance for a variety of programs formerly supported out of dedicated Highway funds.

The major example in this category is the State Police, where \$11 million of their 1977-79 budget earlier planned for financing from the Highway Fund will be sought from the General Fund instead. All of the travel information budget in the Director's Office and a portion of the parks budget aimed at acquisition and development of nonhighway-related recreational facilities will be presented to the Legislature for General Fund support this coming biennium as well.

More will be on our agenda for the 1977 Legislature than General Fund support for some additional departmental programs, and the necessity of new highway-user taxes. We must continue to demonstrate a changing sense of priorities from expansion of our present facilities and services to upgrading both the quality and efficiency of them.

The Legislature and the public, now that the voters have spoken on Ballot Measure 8, must sense a visible dedication on our part to maintain what we have—as best we can under the limited resources made available to use. Telling an accurate public story of just what we can and cannot do with various levels of financial support is a continuing effort for all of us, probably for some years ahead.

ODOT award-winning Bridge Section has varied tasks

Editor's Note: The following article is part of a continuing series describing the different divisions, branches, and sections of ODOT.

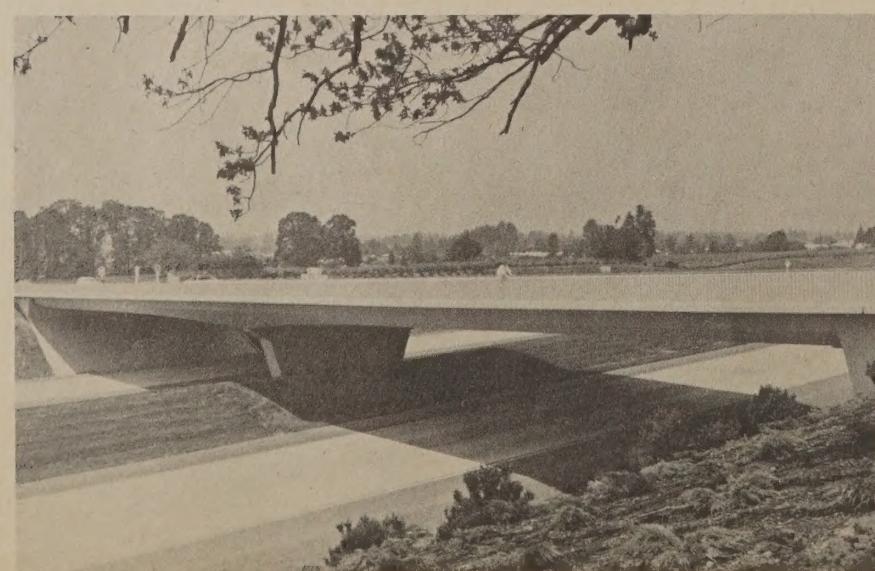
The Bridge Section has been awarded year after year for its innovative design and structural excellence. The staff of the section are among the most specialized engineers and engineering technicians in the Highway Division.

The major function of the Bridge Section is the design of all new highway bridges, overpasses, and underpasses. Three bridge design units, with 12 or 16 designers in each unit, design most of Oregon's award-winning spans.

The section also has other talents in structure and design. Its architectural, mechanical, and illumination unit offers services to other ODOT sections, particularly maintenance.

The architects design structures for the entire Highway Division, from rest area facilities and tourist information centers to maintenance buildings and Highway offices around the state. The mechanical engineers in this unit handle the mechanical, electrical, plumbing, and sewage treatments for these buildings as well as buildings in state parks.

All highway illumination systems are designed by the illumination unit, in cooperation with the Road



The Sunnyside Road Undercrossing over I-205, 4 miles north of Oregon City, was a recent winner in the annual awards contest sponsored by the 8-state northwest region of the Portland Cement Association.

First layoffs near completion

The engineering layoff which began in August should be completed within the next few weeks, according to Carl Hobson, head of ODOT personnel.

"All affected employees have been given their layoff or transfer notice...and all were given a choice (of layoff or demotion)," said Hobson. "Some of the final offers are pending, awaiting the outcome of physical exams."

The final "bump" session, held at the end of October, was attended by 90 ET 1s and EAs. Hobson noted

that at this meeting, as at most others, employees asked to be transferred into maintenance positions.

Hobson added that most of the employees in the HE classifications have been transferred and are in their new locations.

He said that most of the ETs have reported to their new locations "or will do so in December," said Hobson. "Then that will be the end of it."

A statistical wrap-up on the layoff will be published in the next issue of VIA.

ODOT changes told to ITE

Three state highway engineers were featured on the program at the November meeting of the Oregon Section of the Institute of Transportation Engineers (ITE) in Eugene.

They told the ITE membership about the transitional changes that have occurred recently in ODOT's organizational structure. They also told of some of the program changes being made, and discussed efforts to

improve interagency communications.

The ITE membership in Oregon includes transportation officials from the various governmental agencies and commercial engineering firms which deal with the Oregon Department of Transportation.

Presenting the program were L. E. "Bud" George, traffic engineer, Hal Versteeg, design engineer, and George Hopkins, program development engineer.

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WALT HART

more integrated transportation system."

Hart believes that the Bridge Section, with its architectural, landscaping, structural, and mechanical expertise, will be necessary to mass transit and other inter-disciplinary projects which ODOT might undertake.

He attributes such versatility to the high degree of technical training and skill required of the bridge engineers. "We place a lot of emphasis on professional registration as a standard of professional ability." Thirty-one of the 33 bridge designers are registered professional engineers.

"We require a very high degree of technical expertise and excellence," said Hart, "particularly because the consequences of error can be catastrophic."

The section helps local governments with bridge design, and reviews bridge plans drawn up for local agencies by consultants. That work, along with the bridge work along I-205, "should keep our workload stable for several years," according to Walt Hart, head of the Bridge Section. "After that, it depends on the direction of the Highway Division."

But Hart says that no matter where the department goes in the future, "we've got the capabilities to do all different types of work. Our people can adapt to the swing to a

Commission forwards ODOT Greenway Plan

The ODOT Willamette River Greenway Plan was a major item on the agenda of a special meeting of the Oregon Transportation Commission last month in Portland.

The Commission reviewed the plan presented by ODOT's State Parks Branch. As directed by the 1973 legislature, the Commission then forwarded the plan to the Land Conservation and Development Commission (LCDC), but with no specific recommendations.

The legislative directive states that the State Parks Branch must prepare a Greenway plan and submit it to the Oregon Transportation Commission. Upon approval by the Transportation Commission, the plan must then be submitted to the LCDC.

LCDC is responsible for coordinating land use planning throughout the state. It also must respond to violations of the Greenway Law and Goal through appropriate LCDC appeal procedures.

During recent months, the plan has been presented by the Governor's Greenway Committee at public meetings throughout the Willamette Valley. ODOT followed up by conducting formal hearings and receiving verbal and written testimony about the plan.

Solicitation of public input was extensive, according to Wally Hibbard, assistant administrator of the State Parks Rivers Program.

Parks Branch evaluates ways to deter vandalism

A tip that leads to the arrest and conviction of a person who has committed an act of vandalism or burglary in a state park may soon result in a cash reward.

This concept was approved by the State Parks Advisory Committee at its November 18 meeting in Eugene. The proposal is to be further evaluated by the State Parks Branch and a plan prepared for consideration by the Oregon Transportation Commission.

Ways and means to deter acts of vandalism were studied by the advisory committee because of the wave of incidents that occurred in the lower Columbia Gorge region this summer.

The most recent incident at Crown Point State Park was "the straw that broke the camel's back," said Frank Stiles, regional park supervisor in Portland.

The Vista House at Crown Point

Measure 8 defeat analyzed 'Yes' votes parallel income levels

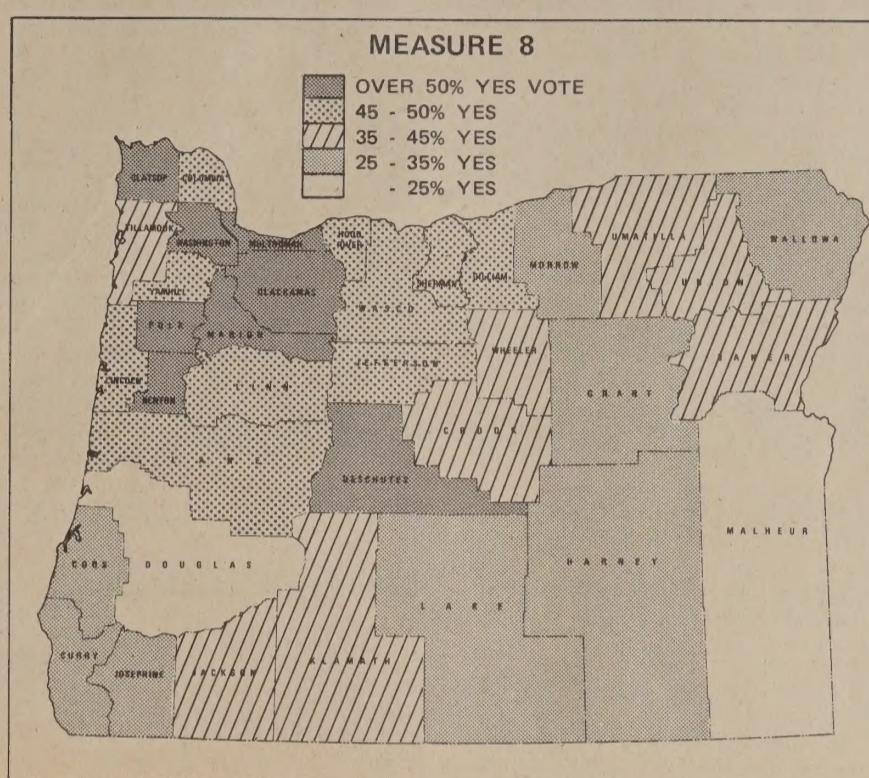
An analysis of voting patterns conducted by the public affairs office reveals that the success or failure of Measure 8 in various parts of the state correlated with the income and education levels of the general population in those areas.

Measure 8, a referral of the gas tax/weight-mile tax bill passed by the 1975 legislature, was defeated 48

to 52 per cent during the November 2 general election.

The analysis shows that, in general, the higher the income or education level of an area, the higher the percentage of Yes votes cast for Measure 8.

The gas and weight-mile tax fared consistently better in urban than rural areas. For example, Measure 8



The map gives a county-by-county overview of vote on Measure 8.

Legislation...

Continued from page 1

the Highway Fund, such as increasing the gas and weight/mile taxes, increased registration fee, bringing truck fees to a parity with the 7 cent gas tax, and charging a cubic inch displacement tax.

• Establishing standards for on-premise signs.

• Establishing a maximum speed for trucks in the event the present 55-mile per hour speed limit is rescinded.

• Prohibiting auto wrecking yards from conducting business on the right-of-way.

• Giving the Highway Division the authority to recover costs of removing illegal signs.

• Changing the name of the Mass Transit Division to the Public Transit Division.

• Giving the Mass Transit Division authority to contract for nonexperimental public transportation services.

• Permitting the issuance of driver's license without photo in certain instances.

• Providing definition of motor vehicle "operator" to clarify present terminology.

• Requiring reports of persons suffering from chronic nervous disorders to be exempt from public disclosure.

• Increasing the aircraft fuel tax from 2 to 3 cents, and reducing the tax refund.

• Increasing the annual aircraft registration fee.

• Changing vehicle registration from biennial to annual basis.

• Requiring numerals and letters to be reflectorized.

• Increasing the title fee to \$3.

• Increasing fee for driving record copy to \$3.00.

lost in Linn, Lane, Wasco and Union counties, but passed in Albany, Eugene, The Dalles and La Grande. It squeaked by with less than 51 per cent of the vote in Clackamas county, but passed by a resounding 63 per cent in Lake Oswego.

The analysis also shows that Measure 8 did the best in areas where Measure 10 fared the worst. A No vote on Measure 10 indicated support of current Oregon land use planning laws.

Other factors studied were the votes received by each presidential candidate, the current unemployment rate, and total and per capita federal and state highway expenditures during the last fiscal year.

Little or no correlation between votes on Measure 8 and these factors emerged in the analysis.

Money drought is nationwide

Oregon is not alone with financial problems facing its Highway Division, Scott Coulter, state highway engineer, said following his return from the 62nd Annual Meeting of the American Association of State Highway and Transportation Officials (AASHTO) held in Birmingham, Alabama in November.

It is of major concern to most highway divisions, he said, and most are studying methods to improve their positions.

He said he found strong support for the Jones bill which was introduced during the final week of the last Congressional session and most likely to be reintroduced when the new session gets underway in January. The bill would make approximately \$2 billion available nationally for use on the primary highway system in the various states. Oregon could realize about \$26 million annually in additional improvements to our primary roads if such a bill is passed.

The outgoing president of AASHTO made the observation that the states could do a better job of organizing departments of transportation than the federal government and said the states should assume more of a leadership role in this area. Coulter said the observation was that the states best knew how to handle the transportation problems of the country and be responsive to "political pressure."

The Federal Highway Administration is conducting a comprehensive study of their rules and regulations with a view toward (a) significantly simplifying the delivery system of federal-aid highways, (b) eliminating those requirements impacting the states which are not absolutely essential to effective program administration, and (c) assuring that future regulations are kept to a minimum.

Various approaches to the problem are being studied, including such possibilities as an attempt, wherever possible, to eliminate regulations altogether and just use the laws as passed by Congress.

Coulter said there was a great interest in pavement recycling efforts. Oregon plans a recycling job on the Four Corners-Woodburn Section of ORE 214 next year. Asphalt which was salvaged from the construction of I-5 near Salem will be recycled and used on this job. He expects this job will attract considerable national interest.



Both the Vista House at Crown Point State Park and Rooster Rock State Park, lower left, were severely vandalized last month.

I-205 projects open for bids

Two bid openings are scheduled in December on projects involving the East Portland Freeway (I-205). These will be the first contracts to be let on I-205 since approval of the final environmental impact statement was received from the federal government in October.

The first project, scheduled for a December 16 bid opening, calls for grading and construction of five permanent and three temporary structures, with minor paving on city streets which are severed on the SE Powell Boulevard-SE Foster Road Section of the freeway. The project is 1.8 miles long.

The second project, scheduled for a December 23 bid opening, calls for construction of an 84-inch diameter sewer tunnel to carry highway drainage north to Columbia Slough on the South Banfield Interchange-SE Yamhill Street Section of the freeway. Length of the project is 6,300 feet.

Committee reluctantly supports governor's travel info budget

The Travel Advisory Committee to the Oregon Transportation Commission has stated its support of Gov. Bob Straub's recommended budget for the Travel Information Section for 1977-79, despite reservations on the amount scheduled for media advertising.

The governor's budget calls for a total travel information budget of \$1.5 million, with \$500,000 allotted to advertising. Committee Chairman Robert Booth, Eugene, said consensus of the committee was that

\$500,000 was an absolute minimum to sustain a meaningful tourist advertising program. Although the committee would prefer a larger advertising budget, Booth said the members recognized the constraints

on the Department of Transportation budget caused by the extreme shortage of highway funds and the

defeat of the fuel tax measure on the November ballot.

The committee did pass a resolution asking the governor and the legislature to set a future guideline for travel advertising based on 10 per cent of the gasoline tax paid by out-of-state visitors.

Since visitors paid about \$7 million in state gasoline taxes in 1975, the biennial advertising budget, for example, would come to about \$1.4 million. According to Booth, this would bring Oregon's promotional advertising budget back to its buying power of six or eight years ago.

In other action at the November 19 meeting in Portland, the committee reelected Booth as chairman for the coming year, and reelected Joe Caraher, Klamath Falls, and Sid Tworoger, Lincoln City, as vice-chairmen.

Winter road warning system adds Eugene

Eugene has been added to the new road conditions report system operated by the Highway Division in cooperation with the State Police.

The operational date of the Eugene station is dependent on the installation of special recording equipment by the telephone company. It is expected to be early in December. Eugene will join stations already operable in Portland, Medford and Klamath Falls.

State Police personnel in Eugene will operate the equipment in their area and will record current road conditions to be available 24-hours a day, seven days a week. Road condition report sources will be Highway Division maintenance personnel and State Police patrols.

The phone number for the system will be on the state Centrex exchange and will be free for all those serviced by that number. For those outside the service area, it will be a toll charge. The number will be announced when the system is operational.

History will remember...



Oregon Historical Society

The turn-of-the century dream of a highway along the Columbia River suffered several false starts until Sam Lancaster, Oregon's first assistant state highway engineer, undertook its successful completion in 1914. In later years, Lancaster promoted the spectacular old highway throughout the world in speeches, articles, and even a book. This photo shows Lancaster (arrow) visiting a work camp on Larch Mountain.

ERB agent recommends ODOT units

An agent for the Employment Relations Board (ERB) has recommended for board consideration three separate ODOT bargaining units and an excluded list of supervisory and confidential employees. The ERB has not said when it will rule on the recommendations.

Rupert Park, attorney examiner for the board, recommended last month that ODOT keep its existing three bargaining units, as follows:

- All classified employees of the Motor Vehicles Division,
- All classified engineering and allied employees,
- All classified ODOT employees except engineering and allied employees and MVD employees.

The three units would not include supervisory or confidential employees, who are on the excluded list. Park also recommended that all maintenance foremen, park managers, and resident engineers be excluded from the bargaining units.

Park further recommended that the ERB conduct an election to determine if the engineering and allied employees wish to be represented by the Association of Engineering Employes (AEE) or the Oregon State Employes Association (OSEA), or wish no representation for the purposes of collective bargaining. The other two ODOT units would continue to be represented by OSEA.

Finally, the attorney examiner recommended that a separate election be conducted, to determine if classified ODOT employees who are not in the Highway Division choose to be represented by OSEA or choose not to be represented. Presently, the ODOT classified unit does not represent employees in aeronautics, in mass transit or on the ODOT staff.

Cyclists' bridge tolls reduced

The Transportation Commission at its November meeting approved reducing the toll charge for two-wheeled vehicles, bicycles, and motorcycles crossing the Astoria Bridge for \$1.00 to 50 cents.

The action was taken as a means of bringing toll fees for this type of vehicle crossing the Astoria Bridge more in line with toll charges on other bridges across the Columbia River. It was believed it might also increase the number of bicycle crossings of the river at Astoria. From January 1, 1971 to January 1, 1975, a total of 18,029 two-wheeled vehicles crossed the bridge.

InfoCentre gazebos provide alternative tourist advertising

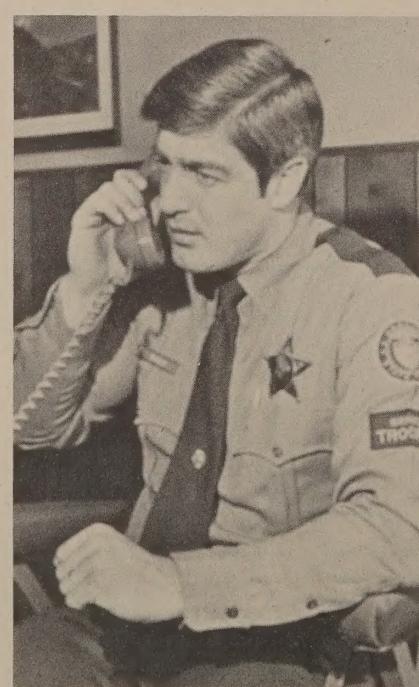
Motorists who have become accustomed to utilizing the information available at the Travel InfoCentre gazebos in the rest areas along Oregon's interstate freeways are now getting the same type service along major primary highways US97 and 101.

Since last spring, gazebos have been built in the D River wayside at Lincoln City and on chamber of commerce coastal property at Brookings. Two others were constructed along US97, south of Klamath Falls in the Midland rest area, and in the Ogden scenic wayside north of Redmond.

The addition of the four gazebos to the Travel InfoCentre system has brought the number of infocenters now operational around the state to 13.

The first two gazebos were built in the Baldock rest area for north and southbound traffic on Interstate 5 in 1974. The gazebos at the Multnomah Falls rest area on Interstate 80N and in the Santiam rest area on I-5 were built early in 1975. They have been followed by additions to the system in the Oak Grove, Gettys Creek, and Siskiyou rest areas on I-5, and in the Ontario and Boardman rest areas on I-80N.

The gazebo structures have been built by Travel InfoCentres, Inc., which is a subsidiary of King Broadcasting Co., under contract to the Travel Information Council. The



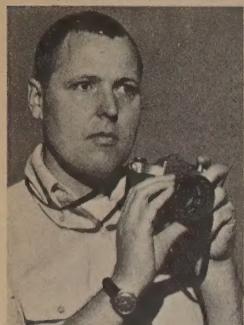
Walt Wagner, senior trooper for the Oregon State Police, dictates latest road conditions into recorder which will inform callers of travel conditions on Oregon's highways. The reports are relayed to the US Weather Bureau, the Oregon Motor Association, and the wire services.

latter agency was established by the 1971 Legislature to devise methods of exhibiting outdoor commercial messages as alternatives to billboard advertising. It is not connected in any way with ODOT's Travel Information Section.

Besides providing locations in its rest areas (the Brookings gazebo is the only infocenter not located on Highway Division or State Parks Branch property), the Highway Division is under contract with Travel InfoCentres to provide graphic displays. They are to occupy approximately 40 per cent of the gazebo space allotted for travel-related public service information. The Travel Information Section is responsible for providing text, color photos, and maps which are exhibited on back-lighted transparencies contained in 22 by 48-inch display panels.

Approximately 60 per cent of the space in the gazebos has been set aside for commercial messages paid for by tourist-serving businesses such as restaurants and motels.

ODOT's Travel Information Section plans to have displays on local area parks and non-profit visitor attractions installed in each of the gazebos by next spring. Displays promoting travel in various regions of the state away from the freeways, along with regional maps, already appear in all of the gazebos.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

WHAT SHOULD BE DONE TO IMPROVE COMMUNICATIONS WITHIN ODOT?



MIKE CRIDER, HWY HM 2, Klamath Falls

In our immediate area, communications are fair. The VIA paper has helped employees to better understand the complete ODOT organization. I feel the current merit system is unjust and poorly understood. Most employees think a new system should be developed. In each individual area I believe employees are doing their own thing, but all areas are not pulling together in a team effort.



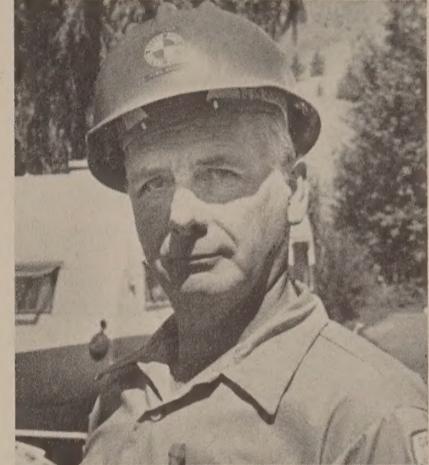
BILL YEE, HWY HM 2, Burns

I think the VIA newspaper has done a great job of letting the people in ODOT know what is going on. Frankly, I really don't know how it can be improved. I am not familiar with what ODOT's objectives are. Anyway, I really think that VIA can do the best job.



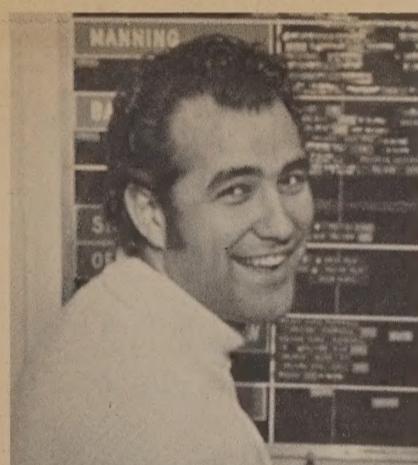
JOANN HENRY, AERO
Fiscal Manager, Salem

VIA is a big step in the right direction helping us to gain insight into ODOT. A few suggestions to help bridge the communications gap are: a VIA column similar to the *Statesman SOS*, a central telephone inquiry number for ODOT employees to obtain information and make known their problems and concerns, and a wider use of posted informative bulletins.



CLIF BERG, PARKS
Park Manager I, John Day

Communications in ODOT is much better than it used to be. I think there should be more about parks in the VIA newspaper.



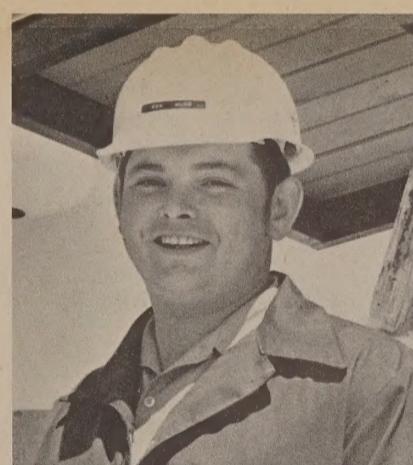
MEL MOTT, HWY
Office Manager, Sylvan

I would like to see a performance appraisal system implemented in which subordinates can appraise their supervisors. I believe a good supervisor could gain a great deal of insight if the appraisal was done in an objective and sincere manner.



DORIS NELSON,
OFFICE OF DIRECTOR
Administrative Assistant, Salem

When an upper level employee attends important meetings, he should have a staff meeting with his own people to let them know what transpired. This gives the employees a feeling of being included in all the decisions that are being made, and also gives them a chance to be heard.



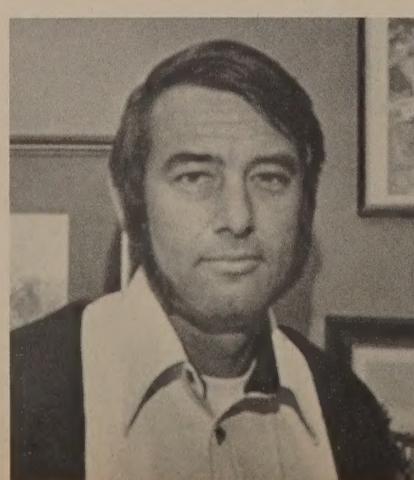
RON HUNG, HWY
HM 2, Baker

I think when a person goes to work for the state he/she should be informed of what the state expects of its employees. Also, there should be a pamphlet telling what the rules and regulations are for state employees.



ERIK H. EAST, MASS TRANSIT
Transportation Planner, Salem

The grapevine in this organization is uncanny. Grapevines perform a useful function, but I think that official channels could be used more effectively. When it comes to improving interpersonal communications sometimes all it takes is a little courtesy, a willing attitude and a concern for doing a job well.



JACK AYRES, HWY
Regional Utilities Engineer, Roseburg

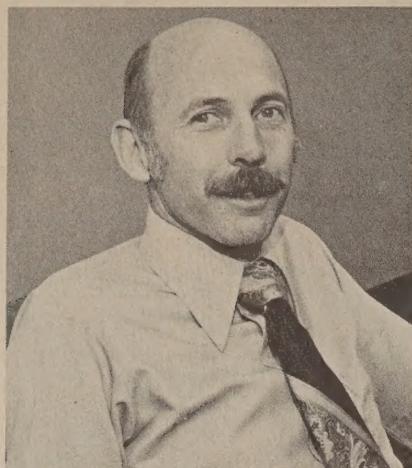
The average employee is probably not too concerned with improving communications within ODOT — only improving communications within the particular division that he or she works for. I believe disseminated information should reach employees whenever possible, at all levels, not just the department heads and managers. Information should be accurate and in time to be of value. This will aid in boosting morale and stopping rumors.



PEGGY ROUFS, MVD
MVR I, Klamath Falls

My personal feeling about this is that perhaps seeing pictures of the people in each office would help us to be more familiar with each other. When we talk to these people on the phone we'd have a picture of them in our mind. Also, renew the practice of having people in the field offices come into headquarters periodically to familiarize them with what the departments do. This was done but not anymore.

Metro engineer featured on Portland talk show



BOB BOTHMAN

"Being 'on the tube' is not my thing, but I'm sure getting used to it," said Bob Bothman, metro highway engineer in Portland.

Making one of his many recent television appearances, Bothman was the featured guest November 7 on the weekly Sunday night show "Open Line", with host Dick Klinger, over KGW-TV, Channel 8, Portland.

Klinger's topic for the 75-minute show was state transportation matters in the Portland metropolitan area. Viewers were invited to use the

MVD will build new field office

The Motor Vehicles Division's orphaned field office may finally have found a home-in Tualatin.

The division has been looking for a location for a new office in southeastern Washington County to provide increased service to the rapidly expanding population in that area.

Plans originally called for an office in Tigard, and negotiations with property owners in that city began in the spring. But after choosing three sites, and having the Tigard City Council turn down construction permit applications on all three, MVD officials began looking elsewhere.

"The new office should have been opened in October," said G. R. Dow, supervisor of MVD's northern region. "We had approval from the city planning commission to locate in a general area in Tigard, but each time the land owners applied for construction permits, they were turned down by the city council. We got the idea they didn't want us."

A new site...this one in Tualatin...has been tentatively selected, and plans have been drawn to remodel the existing structure.

"We're waiting for the construction permits to be approved by the city council, but it doesn't look like we'll have too much of a problem this time," Dow said.

He added that the new office will be unique in appearance. "From the plans I've seen, this office will be different, at least in the exterior graphics, from any field office we now have. The plans really look good."

The new office will be staffed by manager Harvey Townsend, who transferred from the North Portland office, and Motor Vehicle Representatives Esther Friemark, a transfer from Salem, and Maurine Diller, a new employee.

Dow said that "with a lot of luck," the new office would be open in February.

"open line" phone number to call directly to Bothman at the studio and talk with him during the broadcast.

Bothman said he fielded more than 50 phone calls from viewers, plus the dozen or so introductory questions asked by Klinger.

"I was pleased with the opportunity to talk one-to-one with concerned citizens about transportation matters in the metro area," Bothman said. "I was pleasantly surprised at the validity and serious nature of the questions, and the sincerity of the callers."

During the course of the questioning, 23 separate transportation projects were discussed. Nearly one-third of the questions concerned the Banfield Freeway, and many of them were about the rules and regulations pertaining to the high occupancy vehicle (HOV) lanes.

Bothman was pleased with the outcome of the show. "I think that bit of communication did a lot of good for the department, and equally helped the metro viewers."

Klinger noted that more questions were asked during this particular show than during any show over the previous six months.

We'll remember...

Walter E. Hartley, an employee for seven months with the Highway Division, passed away November 7 in a local hospital at the age of 57.

Hartley worked as an ET 2 with ODOT's graphics unit in Salem. Before working for the Highway Division, he worked in private industry as an artist.

He is survived by his wife Joann, five daughters and four grandchildren.



The State Police are taking Donna Rankin away, but this time it's to teach a class on highway courtesy and tourism. Two of Donna's friends are Second Lieutenant Edward Croucher, standing, and Corporal Roger Goodwin.

Police need it, too! Rankin teaches highway PR

Who else but the administrative assistant for ODOT's public affairs should be teaching highway PR to the Oregon State Police?

Three times each year, Donna Rankin, administrative assistant to Public Affairs Head George Bell, teaches state police recruits and beach cadets the basics of tourism and the necessity for goodwill on the highways. As a representative from the Travel Information Section, Rankin also fills the recruits and cadets in on the attractions Oregon has to offer to vacationers.

The calls on tourism and highway courtesy is a regular part of the intensive training program given all state police recruits and beach cadets. "Superintendent (Robert) Fisher thinks that public relations and courtesy is very important for the trooper and cadet on duty on the highways and beaches," Donna says.

An employee from the Travel

Information Section has been offering classes on tourism for state police for more than 25 years. Rankin was assigned to the job five years ago when the State Police needed a woman to teach the class in order to meet equal opportunity standards.

Donna was office supervisor for the Travel Information Section at the time. "Vic (Fryer, travel information officer) came out one day and asked for a volunteer for a very hazardous assignment." And I always volunteer for everything."

Rankin's program consists of a talk and a slide presentation, followed by a question and answer session. She says the point she stresses most to the recruits and cadets is "the economic impact of tourism in the state." She tells them that since tourism is Oregon's third largest industry, "those dollars are important to our economy. That's why it's important for the police to treat visitors well, and to know a lot about the state."

Courtesy is important, Donna says, because "they're our hosts and hostesses on the highways. A family in need of help might form their impression about Oregon by the attitude of just one state trooper."

Donna's found that her assignment is anything but hazardous. "The one thing it's taught me is respect for the Oregon State Police," she says. And it never hurts to have too many state troopers for friends.

Border centers close doors after record season

Oregon's state information centers, which closed October 31 after another banner season, greeted 28 per cent more visitors this year than they did in 1975.

The six border stations, operated by the Highway Division, welcomed 270,418 travelers in 1976, a total far exceeding the previous record number of 211,648 visitors counted at the centers last year. The centers are operated from May 1 to October 31.

The 28 per cent hike was, by far, the largest percentage increase in the history of the port-of-entry stops. The increase was most spectacular at the Portland Information Center, with a 66 per cent rise, and at the Klamath Falls center, up 56 per cent for the season.

Youth Litter Patrol 'saluted'

The fact that Oregon has received widespread recognition and praise for its litter-free state highway system did not come about by accident.

Much of that credit is due the hard-working youngsters who make up the Oregon Youth Litter Patrol.

These youngsters patrol the highways, mostly during the summer months, literally picking up litter discarded by non-thinking or non-caring motorists.

The efforts of the litter patrol were recognized, officially, this year by Gov. Bob Straub and the Keep Oregon Livable (KOL) program.

A special "salutes" award from KOL was given to the Oregon Youth Litter Patrol. The "salutes" program was instituted by Gov. Straub "to honor and publicly recognize those individuals who have made a significant contribution to the livability of Oregon."

The award was received and will be displayed by ODOT, because of its supervisory role in administering the litter patrol activities.

Funds for the litter patrol program are provided by revenue received from sales of customized license plates to Oregon motorists.



The Keep Oregon Livable "Salutes" award, won by the Youth Litter Patrol, is placed on display in the lobby of the Transportation Building in Salem, by Robert Schroeder, assistant highway maintenance engineer.

Highway section crews receive safe driving awards

Highway section crews from Austin, Spray, Reedsport and Salem won the annual safe driving awards given each year by the Highway Division of ODOT.

The awards are divided into four regions or categories, and the winners are:

Snow region -- Austin section crew,

Roseburg buses prove popular

Roseburg residents really turned out to ride the Pilot Pumpkin Ride during its first month of operation. The new bus service is part of the Mass Transit Division's program designed to initiate or improve public transportation in Oregon's smaller cities.

For the first three days of operation, riders were not charged fares, and over 500 passengers used the system in one day. Since a small fare has been charged, ridership has averaged 161 passengers a day.

The system provides hourly service with two 11-passenger vans over five routes throughout Roseburg. The vans were donated by local automobile dealers.

If the system proves to be successful, the city of Roseburg will consider purchasing regular transit buses through a federal grant.

The budget for the 14-month experimental project is \$100,700, of which \$14,025 was contributed by the Mass Transit Division through the general fund.

Nonprofit agencies provided new vans

The Mass Transit Division of ODOT is distributing 20 vans to local nonprofit corporations around the state. The vehicles are 1977, 15-passenger Plymouth Voyagers.

The vans are part of a federal program offering 80 per cent funding of vehicles for nonprofit corporations which provide specialized transportation for the elderly and handicapped. The 20 per cent matching funds come from local agencies. The Mass Transit Division administers the program and retains title to the vehicles.

"The program helps many Oregonians who have no other means of travel get to shops, doctors' offices, work, nutrition sites or to attend other necessary facilities and services," said Dennis Moore, administrator of the Division.

Three November retirees log 58 years

Three employees retired from ODOT positions during November.

Thomas G. Alsbury, highway engineer 3 in Portland, retired after 24 years of service. "Gil" lives at 2740 SW 123rd Ave. in Beaverton.

Benjamin F. Davis retired after 18 years with the Highway Division. He was a highway engineer 1 in Salem, and lives at 5510 Windsor Island Road.

John S. Fisher, park manager 1 at Susan Creek State Park, retired after 16 years with ODOT. John lives at Toketee Rt. Box 33 in Idylld Park, Oregon.

Fellow workers extend best wishes and appreciation to these men for their many years of service to the department.

Wayne Anderson, foreman; Rural, east of Cascades -- Spray section crew, Herman Munjar, foreman; Rural, west of Cascades -- Reedsport section crew, Elmer Washington, foreman; Urban region -- Salem section crew, Richard Moffitt, foreman.

Special dinner meetings are held for each crew and their spouses. Safety plaques engraved with the names of the section crews are presented by ODOT officials.

A statewide recommendation of a new formula for determining winners was used this year. The point system formula is as follows:

- 1 point for each 10,000 miles driven;
- 25 points for no preventable accidents;
- 3 points for no non-preventable accidents;
- 5 points for each year the crew drove without an accident. (After winning an award, a crew starts from zero again to earn 5 points per year.)

Scenic easement near Charbonneau accepted by state

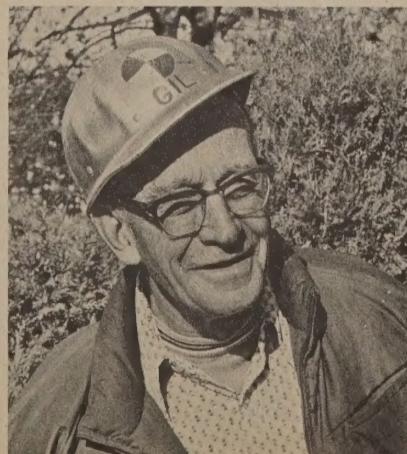
The offer of a scenic easement on that portion of the Charbonneau development which lies within the Willamette River Greenway boundary proposed by the Parks and Recreation Branch was accepted last week by the Oregon Transportation Commission.

The offer was made by the Benjamin Franklin Federal Savings and Loan Association, through its subsidiary, Willamette Factors, Inc.

The easement will assure that the natural river bank will be maintained, substantially screening the new community from view from the river. It is a scenic easement which would not authorize any public use of the river bank.

From the state's participation in the easement document, Charbonneau gains assurance that their plan will not be threatened by the Greenway Program.

The Parks and Recreation Branch is working with the Nature Conservancy and the Oregon Parks Foundation to encourage a program of voluntary scenic easements along similar lines. In many cases a landowner may enjoy tax benefits through such donations.



THOMAS "GIL" ALSBURY



JACK TAYLOR



DIANE KOENIG

ODOT people on the rise

The following ODOT personnel were promoted during November.

CONGRATULATIONS!

Cynthia Bannon, clerical assistant to clerical specialist in Salem's MVD office. Katherine Cairo, clerical assistant to clerical specialist in Salem's MVD office. William F. Chisholm, journeyman maintenance worker to senior maintenance worker in Sylvan. Bonnie Crawford, administrative assistant 1 to administrative assistant 2 in Salem's MVD office. Alvin D. Ferguson, assistant section supervisor to section supervisor in Corvallis. Mary Heenan, clerical specialist to administrative assistant in Salem's MVD office. Sharon Kautz, clerical assistant to clerical specialist in Salem's MVD office. Diane E. Koenig, clerical assistant in Highway Finance branch to clerical specialist in the Right-of-Way section in Salem. Wayne E. Lamb, journeyman maintenance worker in Albany to senior maintenance worker in Corvallis. Richard Leffler, motor vehicle representative 2 in Hillsboro to motor vehicle representative 3 in Gladstone. Gerald E. Lucas, park manager 4 at Fort Stevens State Park to regional parks supervisor in Region 4, Bend. Adrien R. McGinnis, journeyman maintenance worker to senior maintenance worker in Warm Springs. Michael L. Penhollow, senior maintenance worker to assistant section supervisor in Bend. Barbara Pierce administrative assistant 1 to administrative assistant 2 in Salem's MVD office. Donald L. Pizer, park manager 3 at South Beach State Park to park manager 4 at Fort Stevens State Park. Jack Taylor, motor vehicle representative 3 to administrative assistant 2 in Salem. Harvey Townsend, motor vehicle representative 3 in Portland to motor vehicle representative 4 in Tigard. Fred J. Udey, senior maintenance worker to assistant section supervisor in Warm Springs. Lawrence O. Weaver, highway maintenance worker to journeyman maintenance worker in Milwaukie. Patricia A. Zylstra, clerical assistant to secretary in the Equipment Unit in Salem.

Movies switched to Wednesdays

Showtime for the lunchtime movie program has been switched from Mondays to Wednesdays at noon. The movies are still shown in the large conference room of the Salem Transportation Building.

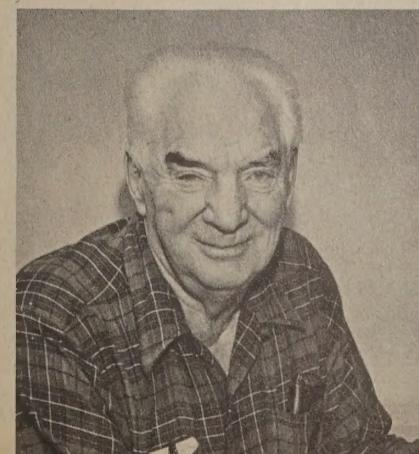
Dec. 8--"Architectural Barriers" explores the problems faced by the

physically handicapped in trying to get around a big city. "Nell and Fred" looks at the hard decision faced by the elderly in deciding whether to move into a nursing home. "I Know an Old Lady who Swallowed a Fly" is five minutes of Burl Ives.

Dec. 15--"The Romance of Transportation in Canada" and "Ports Canada" show the transportation operations of our northern neighbors. "Ghosts of a River" is a nostalgic view of the upper Columbia River before the coming of hydroelectric power.

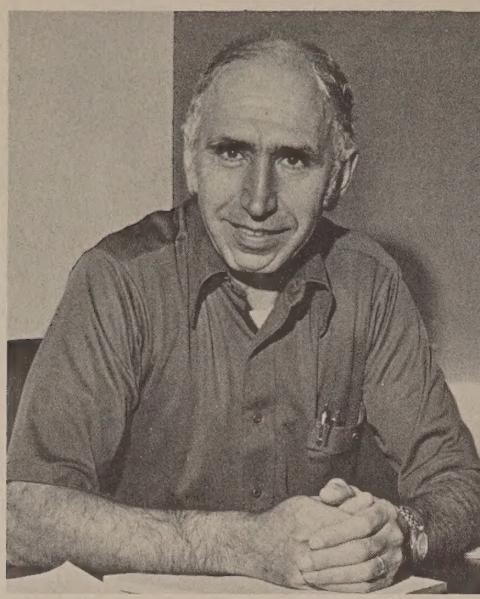
Dec. 22--"The Coldspring Project" tells of a new community in Baltimore offering different, more personal high density housing. The community was designed by Moshe Safdie of "Habitat" fame. Also scheduled is "Epilogue," an environmental piece.

Dec. 29--"Auto-Auto" claims that the car possesses man more often than man possesses the car. "The Early Trains" show everyday occurrences as German townspeople start the day as commuters, and "American in Germany" tells about Europe's "America bloom."



BENJAMIN DAVIS

Hardt & Klotz



ED HARDT



MAX KLOTZ

Ed Hardt and Max Klotz have several things in common.

They both signed on with the Highway Department a couple of weeks after graduation in 1952; Hardt from OSU and Klotz from Salem High.

Both are leaving highway positions in the Portland area; Hardt as Region 1 engineer and Klotz as assistant Metro engineer.

Both are on temporary assignment to ODOT; Hardt replacing Fred Miller as special assistant for transportation policy research and special studies, and Klotz charting unexplored territory as the first special assistant for intergovernmental affairs.

Got trapped

Both relish the challenge of unfamiliar jobs and both have diverged at least once before from straight-line career paths.

"I got trapped into a line of work I enjoyed", says Hardt of his twenty-year career building the big bridges and freeway structures in the Portland area. "In 1972, I volunteered for the I-505 project engineer job; a real can of worms with the lawsuits and all. Fred Klaboe was astonished that anyone would volunteer for that, but I just had to get into something new."

Klotz was the department's first training officer back in 1970, a decided shift from his previous slot

as assistant district engineer. "George Baldwin was looking for some new ideas about career paths", says Klotz. "We even talked about filling jobs on a temporary basis like Ed and I are doing now. But we mostly ended up with the special courses and night school offerings."

Muses Hardt, "When a friend heard about that temporary stuff, he warned, 'Look out. Those temporary positions turn into permanents!' But I have a signed letter saying eight months."

Dead-end careers

Neither intends to move his family from the Portland area, and both Hardt and Klotz insist their replacements, Walt Hart and Jim McClure, are ready and willing to retrace their respective steps to bridge engineer and district engineer.

In discussing their new assignments, Hardt and Klotz stress the symbolic importance of their roles. They foresee a growing interrelationship between the divisions and ODOT as well as with each other. "I see these moves as helping to bring highway and ODOT closer," says Hardt.

"We have hundreds, maybe thousands of people who are trapped in dead-end careers", says Klotz. "It really caused a lot of hostility when outsiders were brought in to fill ODOT positions."

Hardt emphatically agrees, adding

that "There have been a lot of new faces in the halls. A lot of people we didn't know. Many of our people could have handled these jobs, except for the real specialties like environmental experts, public affairs and fiscal jobs."

What if the shoe was on the other foot? What if a person from motor vehicles came in, for example, as region engineer?

"My first reaction", says Hardt, "would be, why didn't highway get it? Then, on reflection, I could see this cuts both ways. What is important is that it be done fairly, on a competitive basis. It really breaks up the old groove."

The 'old groove', according to Ed Hardt and Max Klotz, is rooted in both the hurdles of specific training requirements and the emotionalities of shared experience.

Get tears

Registration as a professional engineer is vital for advancement beyond HE 5. Klotz, who became registered in 1967, observes that "by the time you need the ticket for promotion, you really don't need it to do the job. These are mostly administrative jobs."

But the shared experiences, especially in maintenance, constitute the glue holding the hearts of highway loyalists.

"I get tears in my eyes at retirements", admits Hardt. "Those

stories about all the moves and how hard it was to find housing in some parts of the state."

Klotz remembers when he left his district engineer job. "I really choked up when the boys threw a big celebration in my honor. We had been through so much together."

The big storm in 1964 has special significance. According to Hardt, "We woke up one day and realized we had missed Christmas. No one complained. If you suggested that some of the guys should go home, they just refused."

Future is multimodal

Despite the sentimental memories, both Hardt and Klotz are convinced that the future is multimodal.

"Railroad!" exclaims Hardt. "I never thought I'd be interested in railroads. But last week I realized what bad shape we'd be in for road maintenance if all that heavy freight came our way."

Both say they have known for some time that it would be impossible to build enough roads for everyone, especially in the big cities. "We just have to go more and more into transit", says Hardt.

Klotz sums up his career past and present. "I say it over and over. Variety! I remember when I was on a survey crew. I thought survey was the whole thing. As far as I knew, the whole highway department was just a bunch of survey crews."

Retirees Let Us Know What's Happening

Robert H. Bakley, 1615 North Harbeck Road, Grants Pass 97526--Retired 1960.

Bob says that right after he retired, he kept very busy. "I would go fishing and hunting every chance I would get. I also did gardening for a few people, which really kept me going." The last three years his health has not been as good, so he's slowed down a bit.

He was quick to add that "I do enjoy reading VIA each month."

Elmer L. Skala, 969 Madison Drive, Sonoma, CA 95476--Retired 1964.

About a year after retiring, Elmer and his wife moved to Sonoma. He says it is a very colorful town--"the home of the last of the 23 Spanish missions," he points out. "The climate is mild and my wife gets a lot of gardening done--raising all kinds of blooming things."

Traveling by ship, plane, rail, and car has kept the Skalas busy. They

took a three-month "boat ride" to the Orient, visiting exciting places like Japan, Korea, Taiwan, and Hong Kong. They also took a cruise to the Mediterranean by way of Panama, Colombia, Florida, and New York. On their way across the Atlantic to Morocco they also stopped in the Azores, and the way home took them by Tunisia, Algeria, and Portugal.

Their plane trip took them to eleven countries in Europe. The ship and plane were so much fun that they decided to try Mexico by rail. "What a thrilling experience--we really saw a lot of country," says Elmer.

Last but not least, the car. "We use that to visit our son and his family in Sacramento. It's always fun to see the grandchildren."

"We have frequent visits from Oregon friends and are always pleased to see everyone who stops by."

Harold Gugle, 1630 NE Butler Market Road, Bend 97701--Retired 1968.

Harold has definitely been the outdoor type since retirement. All of his hobbies take him into the fresh air.

With his car-top boat, Harold says he hits every lake and reservoir in his area. "Next year I'm getting out in the ocean on one of those charter trips," he assures us.

His other outdoor activities include rockhounding, photography, and chukar hunting.

Harold says he's working on a book about his early life, which he hopes to have printed soon.

Myrtle Denny, 2096 Mission Street SE, Salem 97302--Retired 1974.

There's never a dull moment, says Myrtle. "Retirement keeps me busy, busy!" She does volunteer work of all kinds, raises a garden and does some traveling, too.

Myrtle and her husband celebrated their 50th wedding anniversary in August. "It was a day long to be remembered," she says. "All of our children and grandchildren were with us for the happy occasion."

"I certainly enjoy reading VIA," she adds. "I can keep up with the goings on with the people I worked with. Keep up the good work."

Ross Harris, 1174 Waller SE, Salem 97302--Retired 1974.

Shortly before retiring, Ross and his wife won a mini-motor home. Ross says they try to keep their prize on the road. They've traveled the western states in their motor home, although they do take an occasional air trip.

Ross writes that "Mary enjoys the scenery and I enjoy checking out the highway construction and maintenance. That is, when I can 'con' Mary into driving through those areas."